

and valueless, or that the church itself is an institution to be reprobated. Again, one of the essential features of a trust is that it seizes and gathers into the hands of a few persons the power by which its unlawful plans are accomplished, while the unions are composed of hundreds of thousands of men widely scattered, and while the trust is a solid combination of capital and capitalists for unnatural monopoly and unlawful purposes, the unions are combinations of persons for lawful and laudable purposes. They strengthen morally, socially and financially the position of every man who toils, and their principles promote the prosperity of the masses and militate against no legitimate enterprise.

Organized wealth created the necessity for organized labor and the organization of agricultural unions and associations. In all their just measures of self-protection and self-preservation, appropriate governmental cooperation is due them and should never be withheld. Property rights should remain inviolate and the rights and liberties of man should be held as sacred.

#### Public Education.

In cherishing the cause of education as an ideal to be valued and esteemed, we heed the admonition of those heroes who planted the first seeds of patriotism and liberty in this hemisphere, of Washington, Jefferson, of the Texas Fathers, and of all those whose memory we revere today.

Mexico's failure to provide a system of public education in Texas as promised was one of the grounds upon which the Texas pioneers justified the revolution resulting in glory to Texas arms and in the liberation of Texas from Mexican misrule.

They held that the government should provide from its boundless resources a system of public education, and in their Declaration of Independence gave as a reason "that unless a people are educated and enlightened it is idle to expect a continuance of civil liberty or the capacity of self-government."

The constitution of the Texas Republic committed Texas to the cause of public education. Every time the voice of the people has been heard, every State constitution that has been written and adopted by the people, including our present constitution, the legislature has been commanded to provide and maintain an efficient system of public education in Texas.

No higher duty rests upon the Statesmanship of our time than to build wisely upon the splendid foundation upon which our educational system rests. Much has been done, and while our system is not perfect in all essentials, still we have the foundation and the material which gives promise of an educational system superior to that of any State or Nation.

The income from our magnificent permanent school fund which should be held sacred and inviolate, supplemented by the support from State and local taxation, furnish adequate educational opportunity to the boys and girls of nearly every city and town, but the main defect in our school system lies in the fact that country schools are without adequate support. The plain mandate of our constitution which requires that provision be made for a school term of at least six months in the year to all children within the scholastic age, has not been obeyed. That promise to the country boys and girls has not been fulfilled. It has not been fulfilled for want of funds and therein lies a serious defect in our public school system. It presents a problem not yet solved. It would probably surprise many to know that public support of our school development is not keeping pace with our increasing population, or with the growing development of our resources.

And further reliable statistics show that only two Southern States have shorter rural school terms than Texas, ours being an average heretofore of less than four months. Only seven States of the entire Union show a shorter average school term than Texas, and only four States show as small a per centage of the school fund to come from local taxation.

As an appropriate aid to the rural schools, those engaged directly in the education of our children, the teachers of Texas, men of foresight, wisdom and patriotism, have suggested that our constitution be amended and provision made for a county ad valorem school tax. I favor such amendment and favor the submission of the same for approval by the people. The investment made in the cause of education is the best investment that we can make from every standpoint considered. In promoting the cause of education we should deal with the elementary school, the high school, the industrial schools, the State Normal, the A. & M. College, the State University, and all our institutions of learning, in a spirit both broad and liberal. We should in the interest of efficiency and fidelity, as well as from a sense of justice, yield appropriate compensation to teachers. Make teaching more attractive and you secure more efficient teachers for the public schools. Stand by our public schools and support them. We can add to our achievement no greater triumph of patriotism than by an appropriate system of education equip our boys and girls for the battles of life.

#### Confederate Soldiers and Widows.

The old Soldiers of the Southern Confederacy have a claim on Texas in the discharge of which every Texan should take pleasure and pride. The Confederate Home should be to them a home indeed, not a refuge in the arms of charity, but a home that their deeds of daring, their valor and their patriotism have earned for their old age. A Home in the hospitality of which they can peacefully gather and cherish sweet memories to brighten the remaining years of their lives, the best part of which was given to their country under the waving folds of the Stars and Bars.

I favor changing the conditions under which the Confederate Soldiers may receive the small pension now accorded him from our boundless resources. In giving this expression of our State's gratitude to the old hero of the South we should not require him to swear that he supported him upon the battlefield should not be broken by a condition so humiliating Texas can with safety pay her debt

to him without leaving a sting, and she should do so.

Along with the home for Confederate Soldiers I favor the construction and maintenance by the State of a suitable home for the widows of Confederate Soldiers.

#### Revenue and Taxation.

In the exercise of the high function of taxation governments encounter a most complex and delicate problem, delicate because it goes direct to the pocketbooks of the people. If the burdens laid upon the masses are oppressive or if the tax exactions for the support of government are not justly and equitably distributed among those receiving the protection of the law and enjoying the blessings of government, then there is just discontent among the people.

The taxing power, however, is essential to organized government. In the exercise of this power equality and uniformity appeals to our lawmakers as the mandate of our constitution and as founded in justice and common honesty. No man should bear more than his just share of the cost of his government and care should be taken that individuals and corporations pay their just share of the taxes and that those who would dodge this obligation be overtaken and made to respond to their government's just demands. If unscrupulous tax dodging succeeds then an unjust burden is shifted too often upon those least able to bear it. If all men would be as fair with their government as they are in their dealings with each other, I am sure the tax problem would be less perplexing.

On the subject of taxation and revenue our state constitution declares that "taxation shall be equal and uniform," and that all property in this State whether owned by natural persons or corporations, other than municipal, shall be taxed in proportion to its value, which shall be ascertained as may be provided by law," that the legislature may impose a poll tax, an occupation tax and "may also tax incomes of both natural persons and corporations other than municipal."

That our system of taxation is inadequate and fails to meet the constitutional requirements of equality and uniformity none will deny. That untold millions of property values of natural persons and corporations are escaping taxation all will admit. That the small property owner is paying more than his share of the taxes and that about three-fourths the burden of taxation is now borne by the farmers and small property owners of the country, cannot be successfully controverted. Dollars are in the banks and coopers are on the tax rolls. Corporations are heavily stocked and lightly taxed. These conditions of rendition and assessment of Railroad property presents the weakest point in our entire tax system. There is neither equality nor uniformity. Although every main line mile of any given Railroad is just as valuable, and no more so, than any other mainline mile, you can find that assessment and rendition differ in all the counties. The average valuation of the Railroads for taxation as now rendered will hardly exceed twenty-five per cent. of their value, either for purposes of sale or for purposes of income. Their value as measured by the value of their stock and bonds average \$34,822 per mile. Measured by the value of their physical property, as valued by the Railroad Commission, \$16,520 per mile, and their average value as rendered for taxes is \$8,451 per mile. There are only two ways of ascertaining the value of any given piece of property and that is either by getting its selling value or its value measured by its net income. Now, use either standard and what is the average value of the Texas Railroads now on the tax rolls at an average of \$8,451 per mile?

1st. In the markets of the world any trunk line of railroad and its branches in Texas can be sold for more than \$40,000 per mile and you could not buy them from their owners for \$50,000 per mile. The smaller lines cannot be bought from their owners for anything like their average stock and bond value per mile.

2nd. What is their value measured by their net income? For year ending June 30th, 1905, as shown by their own reports to the Railroad Commission, they earned a net average in come of 4.01 per cent. on \$34,822 per mile, being the amount of their stock and bonds per mile, and mark you a guaranteed security of this sort that earns 4 per cent. net can be sold at a premium. A four per cent. government bond of long standing is quoted in the markets today at 120 or a premium of \$30.00 on every \$100.00. They earned 8.45 per cent. net on \$16,520 per mile, that being the Railroad Commission's valuation of the physical property, and they earned 16.34 per cent. net on \$8,451 per mile being the valuation as rendered for taxes. It seems that further discussion would be unnecessary. When they render this property for taxes they value it at \$8,451 per mile, when they lay their taxes in the way of rates upon passengers and upon cotton, commerce and other freight, they insist upon a valuation of \$34,822 per mile for that purpose. I insist that the same valuation should be used for taxation in the way of traffic charges and for taxation by the State. For the purpose of taxation the 11,094.02 miles of Railroad in Texas are worth \$94,689,976.00, and for taxation on the people in the way of freight and passenger charges they argue that these same railroads are worth \$385,785,827. These figures are official and proclaim an outrage that should not be longer tolerated by the people. How much property is escaping taxation? Make the figures and see. Use the Railroad Commission's

valuation which includes only the physical property of the Railroads and the State's general revenue losses at the present ad valorem tax rate about \$176,000.00 per annum and the State's available school fund losses annually about \$159,000. Use their stock and bond valuation and these losses are more than doubled. This does not take into account the enormous loss to counties and cities.

Apologists for this tax dodging ask why not increase the farm values for taxes. If rendered too low I say that farms should be raised along with other property, but let us inquire into this for a moment. Take the average farm that is cultivated and managed by its owner, aided by his family and hired help, and measure its value by its net income. Now give the farm credit for its entire product at the highest market price. This will give the gross income from the farm. Then deduct from the sum thus ascertained the following items:

1st. Wages for the farmer for the 365 days put in on the farm, or in connection with the business of his farm at a rate equal to the ordinary wages paid even to unskilled labor on any railroad. 2nd. Wages at the same rate for the work done by his family. 3rd. Wages to hired help. 4th. Necessary repairs and improvements made on the farm. 5th. Repair to farming implements and cost of feed to teams and stock used in farm work. 6th. Taxes paid and other expenses incident to farm work. Add together these items and deduct this total expense from the total income from the farm, which is the principle adopted by Railroads and other business enterprises, and you doubt if there are many farmers who work or superintend their farms themselves, will be able to show from the farm itself a net income of two per cent. on its value as rendered for taxes even. Under this rule, which is fair, would the farmers of Texas average one per cent. net income from the value of their farms as rendered for taxes? I doubt it. To reach the inequalities and under-valuation of Railroads I favor a constitutional amendment creating a State Tax Board, composed of the Governor, attorney general and chairman of the Railroad Commission. Make it the duty of this board to value the railroads and the interurban and street railways and terminal lines for taxation. The valuation so made to include all physical property and the franchises. Such valuation to be certified by this State Tax Board to the tax assessors and commissioners of the respective counties for observance. I believe that through such an agency equality and uniformity can be secured and that over \$175,000,000 in taxable values now escaping taxation can with propriety and in all fairness be added to the tax rolls of this State. I endorse the Williams, Love and Kennedy tax laws passed by the last legislature as principles of taxation that should be perpetuated in this State.

#### Occupation Tax.

The taxation of useful occupations which enjoy no special governmental privileges is in my opinion out of harmony with the genius of our institutions. It is a principle that can be invoked with propriety in times of emergency and at no other time. The readjustment of our system of taxation with this objectionable feature eliminated can be and should be accomplished without impairing the available school fund or general revenue. Those occupations enjoying special governmental advantages and franchises should pay an occupation tax. Corporations and all incorporated concerns should in this way compensate the government for the valuable rights and privileges given them by the government. Behind the natural person engaged in any occupation is his name, his property, his credit and his all. It is all pledged for the faithful performance of his contracts, while the incorporated enterprise has the government between its stockholders and its creditors. They pledge nothing further than their investment in the company's stock. This is a valuable right not enjoyed by the individual citizen and although the occupation may be properly termed useful, still it should pay an occupation tax.

Among the other useful occupations that should pay occupation taxes are the railroads. They enjoy the legal right to levy a charge for carriage upon the passengers and freight of the country in a sum sufficient to pay expenses, interest on their bonded debt and a fair return upon the investment. The government gives them this right and they can and do exercise it regardless of Railroad Commissions or other agency that the people may provide for their government and control. I believe that an occupation tax based on the gross income of Railroads should be imposed although they are engaged in useful occupations. I believe that such tax is just and I have for several years contended and still contend that such occupation tax be fixed at an amount equal to two per cent. on gross earnings. This policy if adopted would increase our net revenues from occupation taxes alone more than \$1,000,000 with useful occupations not enjoying special privileges excepted.

#### Income Tax.

A graduated income tax upon all annual incomes with appropriate exemptions is a principle of taxation which appeals to me as altogether just. I believe the principle to be sound and that no fairer tax can be imposed. An income tax law should be enacted and one-fourth of the revenue derived therefrom should be apportioned to the State's available school fund.

#### Regulation of Railroads.

Railway regulation and the control and regulation of railway rates through the medium of a commission is an accomplished fact in Texas. This policy is fixed and the Railroad Commission law has come to stay. Successful commerce must have, first of all things, stability in freight rates without unjust discriminations. The Texas factory and the producer and consumer not only require stability and equality in rates but reasonable charges for the service performed. Stability in local rates has been established, unjust discriminations against individuals and localities can be prohibited, rates have been reduced by the Commission and as the volume of traffic is increasing rates

can be further reduced in the interest of the people and without injustice to the carrying companies.

All that was expected of the Railroad Commission law has not yet been realized. Those charged with the duty of enforcing the terms of this law have encountered many difficulties from the first. The Commission has jurisdiction over less than 45 per cent. of the traffic handled by the Railroads the other being interstate traffic, having origin or destination beyond the limits of the State and over which the State Commission has no control and threats of the Federal Court injunction has been held over the Commission and has been a continual menace to justice.

We have an ideal Railway Commission law, as good, if not the best, of any State in the Union, and a faithful enforcement of the law on the part of those charged with that duty will promote the development of our resources and the prosperity of our people as no other instrumentality can. Pending before Congress at this time is a measure looking to the enlargement of the power of the Interstate Commerce Commission, and if we hope that Commission is given effective jurisdiction over interstate rates, then that Commission and our State Commission could and of course would co-operate in a readjustment of the freight rate situation which would remove all cause for the just complaint against the unusual exactions now imposed on local traffic in Texas.

#### Private Car Lines.

The private car line is a graft upon the Railroads direct and upon the people indirectly and indirectly. These car lines are owned largely by the owners of the Railroads and are used to impoverish the railroads, reduce the earnings, increase expenses and in this way keep up freight rates.

I believe that the Railroads of this country should be required to own and operate all cars suited to and required for all traffic offered.

#### Railroads Dominated by Outside Lines.

That the railroads are not dealing fairly with Texas and that every device known to cunning is resorted to in the effort to defeat the main objects of our Commission law is shown by their reports to the State and Federal authorities. It is a matter of common knowledge that every important line of railway in this State is either dominated by or controlled in the interest of an outside line. It is also known that when the Railroad Commission proposes a reduction of rates the roads are always ready with the figures of their own making to show that they are making no money and that the companies cannot stand the reduction. If the rates are reduced then the aid of a Federal Court is threatened and frequently invoked and these same figures are used for injunction purposes.

To show that my conclusion is justified I have only to give their own figures showing a comparison of gross earnings and operating expenses, and the result from operation of some of the lines in Texas and out of Texas. These comparisons are compiled from reliable data in my possession based on their reports for the year ending June 30th, 1904.

**Operating Kansas and Texas.** The Texas Railway is a Texas corporation and its lines extend from San Antonio and Houston to Denison, where it connects with the M. K. & T. Railway of Kansas, which line extends from Denison, or Red River, to St. Louis. These two companies what is called the M. K. & T. system and both are under the same general management.

M. K. & T. of Kansas: Average mileage operated, 1565.62; gross earnings, \$10,425,512; operating expenses, \$6,116,010.

M. K. & T. of Texas: Average mileage operated, 1318.35; gross earnings, \$7,340,083; operating expenses, \$6,542,460.

Reduced to a per mile basis the following results appear:

M. K. & T. of Kansas: Gross earnings per mile, \$6,659.67; operating expense per mile, \$3,906.45; income operating per mile, \$2,753.22; per cent. of expense to gross earning, 58.66.

M. K. & T. of Texas: Gross earnings per mile, \$5,567.50; operating expense per mile, \$4,963.26; income operating per mile, \$604.24; per cent. of expense to gross earnings, 89.15.

Comparison of gross earnings, operating expenses and result of operation of the St. L. S. W. (Cotton Belt) to Texas and out of Texas, both under same control:

St. L. S. W. out of Texas: Mileage, 632; gross earnings, \$5,475,759.01; operating expenses, \$3,448,295.08.

St. L. S. W. of Texas: Mileage, 676.6; gross earnings, \$3,384,472.46; operating expenses, \$2,734,977.90.

Reduced to a per mile basis the following results appear:

St. L. S. W. out of Texas: Gross earnings per mile, \$8,660.06; operating expenses per mile, \$5,510.66; income from operation per mile, \$3,149.40 per cent. of operating expense to gross earnings, 63.63.

St. L. S. W. of Texas: Gross earnings per mile, \$5,002.18; operating expenses per mile, \$4,042.24; income from operation per mile, \$959.94; per cent. of operating expense to gross earnings, 80.81.

These figures are given to illustrate a system practiced by all the leading lines in Texas. Evidently the portion of the road outside the State takes the big end of the earnings and hands to Texas the big end of the expenses. In this way they impoverish the Texas roads and upon the plea that they can't stand reduction of rates have been resisting the Railroad Commission. If the remedy for the practice here presented does not come through enlargement of the powers of the Interstate Commission, the Commission into Court again on injunction proceedings. This is the result of policies dictated by Wall Street. They have designs on the Commission and Stock and Bond laws. They are plotting now and they will undermine, pervert and defeat the purpose of these laws if they can. They will make them "dead letters" on the statute books and finally renege them if not checked and controlled and restrained.

#### Railroad Consolidation.

I am opposed to mergers, railroad consolidations and all other corporate consolidation schemes. The promoters of such schemes are violators

of our constitution and hold in contempt our organic law. They would throttle competition for selfish ends. They defy the laws and traffic in the rights of man. The Railroad trust is the most powerful and the most dangerous trust doing business in Texas today. The consolidation of either parallel or competing lines of railroad is forbidden by our constitution and in violation of a sound public policy. If I am honored by the people with the office of Governor, I will use the power and influence of that office in an effort to defeat all such schemes.

#### Free Passes and Reduction of Passenger Rates.

The present practice of the Railroads in giving free passes to public officials and influential citizens is a discrimination so unjust and an evil so dangerous and far-reaching that it stands almost without an apologist and without a defender. That it is a powerful weapon in the hands of corporate interests and that it has served them well, all will admit. I do not believe that all men who accept and use free passes are improperly influenced or corrupted. Some men are not influenced either way by a pass. A few are actually influenced against the Railroad out of fear that the pass they hold will lead them into wrong. Many good men may be influenced in favor of the railroads unconsciously and doubtless are, and there are still others whose love of a free pass exceeds their love of country and often blunts their sense of public duty.

The influence of the Railroad pass is seen in politics and in legislation. This influence has consolidated railroads, has defeated tax reforms and it has trampled upon the platform demands of the Democratic party in Texas until Democrats are confounded. Under its dark shadow corporate property values are concealed and escape taxation. It is endangering the integrity of the jury box and is reaching for the Judiciary. Those who ride free ride at the expense of the public. They enjoy a special privilege denounced by the Democratic party and for which the people pay. Those who are thus favored are usually the ones best able to pay fare, and those who pay fare are least able to bear the burden. It is an unjust discrimination and that the evil is progressing we have only to note the increase of free passes with each succeeding year. In 1899 the Texas Railroads issued 203,000 trip, time and annual passes, in 1900 they issued 232,000; for the year ending June 30th, 1904, over 438,000, and for the year ending June 30th, 1905, they issued 448,486 annual, time and trip passes.

I favor effective measures for the discontinuance of this unmitigated evil, and I also favor a law reducing passenger rates to 2 1/2 cents per mile straight mileage, and two cents interchangeable mileage. The people can compel the passage of laws to stop this free pass business and reduce passenger rates if they will exact of every candidate for the legislature a pledge that he will not, if elected, accept or ride on a free pass during his term of office. Demand the pledge of your candidate and if he refuses to make it, then defeat him. Make the

people's wrath the immediate penalty for dereliction to duty and reforms are easy.

#### Professional Lobbyist.

The right of petition should never be denied a free people. When the welfare of any community, or that of any legitimate association or organization of individuals, is involved in any proposed legislation, its officers or its committees are entitled to an open, full and fair hearing. When the rights of an individual are imperiled by corporations or other legitimate business enterprises are about to be affected by legislation, those in charge of such enterprises, and most familiar with its affairs should be heard, and in each instance full and ample justice should be done, but the hired lobbyist, the corruptionist, the man who by deceit and improper methods defeats just laws and fastens unwholesome policies upon the people, the man who discredits and abuses the right of petition, should become a stench in the nostrils of all honest people, and such men with their vocations should be suppressed by law.

#### Insolvent Corporations.

Insolvent corporations should enjoy no greater privilege than the insolvent individual. The insolvency of the individual is the concern of himself and his creditors. The insolvency of the corporation is the concern of the public and a sound public policy would decree that an insolvent corporation should not prey upon the people and that it should be prohibited from doing business in Texas. It is equally important that corporations be prohibited by law from using corporate funds to support a lobby and from meddling in the people's affairs by contributions to political parties or to the defeat or nominating and election of men to public office. A plan to put the lobbyist and the insolvent corporations out of business in Texas and to abolish the free pass evil by constitutional amendment was originated by the most progressive statesman of our time, our own immortal James S. Hogg, but he was not spared to finish his work.

On the 3rd day of last month, Texas and the entire country sustained an irreparable loss. The courageous soul of James S. Hogg returned to the God who gave it. He was a life devoted to the cause of the masses and to the glory of his native State. The people loved and trusted him living, they mourn him dead, and cherish his memory. He fought their battles, won their victories and his every heart throbs true to the people. The reform measures and the safeguards secured by him emphasized his constructive statesmanship, his wisdom and his patriotism. But his work was unfinished. As he expressed it when he felt that the death angel had called him, "there was much political work to be done in which every patriotic citizen should take part." In 1900, although not in public office and seeking no office, he undertook to add to his other achievements for the people and began the fight for further and needed reforms by proposing an amendment to the constitution which embraced the following propositions:

"1st. That no insolvent corporation shall do business in this State.

"2. That the free pass system over the railways of this State shall forever terminate.

"3. That the use of corporate funds in politics and to support a lobby at Austin shall be prohibited."

He canvassed the State in the interest of this amendment and after his hardest fought battle and with the most superb victory ever achieved in a Democratic convention in Texas, this amendment was incorporated in the platform and made a Democratic platform demand. The seductive influence of the corporation lobby was stronger with the legislature than the mandate of the Democratic party, and the legislature refused to submit the amendment to a vote of the people. This pledge of the Democratic party to the people has not yet been fulfilled.

I favor and supported these reforms when first proposed by that great champion of the people. And actuated by a sense of duty to the people of Texas I propose to again open the fight for the submission of this amendment to a vote of the people and when submitted I am sure they will be adopted.

Let us complete the work of this great man. Let us finish his plans for the welfare and the safety of the people for posterity and for the honor and glory of our State.

#### Conclusion.

Now, my fellow-citizens, I have outlined the policies I will adopt, the reforms I shall undertake to accomplish, the evils I will seek to correct if honored with the office to which I aspire. If elected I will fall short of my full purpose if the people fail to elect a legislature fully committed to the reforms I advocate. If elected I will go into the office without pledge or promise other than those made to the people in the most public way. That illusive something designated as the "power behind the throne" will have no place in the administration of that office. I am soliciting and will accept no campaign contributions from any one. From my individual funds, which are not large, I will bear my own expenses. If it would take one dollar more than I can afford to expend to secure my nomination and election, then I will not be elected. I cherish the laudable ambition to be the Governor of our State but I will not go into that office embarrassed with any financial, political or other obligations. My ambition is to faithfully serve the people and to promote their interest and welfare, not to serve myself, my relatives or my friends. Reform should be the battle cry and the candidate who will not speak out for the people this year should not receive their commission. I am not unduly of the opposition brought down on my head by the stand I have taken. I have given faithful expression to views honestly entertained, and I have no compromise to make. I have never "crooked the pregnant hinges of the knee that thrive may follow fawning," and I will never compromise principle for the sake of office. Upon my declaration of principles I will go to the people with confidence. I will go to those people who love Texas, those who pay the taxes and are entitled to feel just and proud government in return for their fidelity to duty and interest.

The grafter is against me, the machine politician will fight me, every Railroad corporation in Texas and every newspaper under their domination will oppose me with untiring effort. Their fat has gone forth that I shall not be Governor of Texas. We will see. The railroads are organized for political purposes. They are thoroughly organized throughout the country. They have their publicity bureau with headquarters in Washington and branches in New York, Chicago, St. Louis, Topeka and in Texas. They have, in addition to this publicity bureau, a political organization here in Texas, known as the General Managers' Association. These organizations operate through many newspapers and without disclosing the source, they are flooding the country with printed matter and pamphlets designed to mislead and deceive the public. They deny the charge that they are in politics in face of the fact that their literature and every utterance of those who speak for them is upon some leading political question before the country. They are in politics in Texas. They are discussing taxation and Railway regulation from their standpoint alone. They are in politics that they may capture the Democratic party in Texas and the dominant party in other States, that they may elect Governors, Attorney Generals, legislators and dominate legislation. They would take from the people the God given right to rule Texas and shape her destiny. The man who protests against their plans and schemes is marked for political slaughter and must face corporate wrath at every step. Selfish and grasping interests too often succeed in deceit and divide forces that should co-operate in the cause of good government. The money used by them in supporting these political associations and bureaus is drawn from the pockets of the people by increased traffic charges. This cannot be denied, and in all fairness is it right? Fair play is all the people want and all they demand. The people of Texas are a patient, a liberal and a conservative people, but they believe in the eternal principles of right and justice. They harbor no unjust prejudice against the Railroads or other legitimate corporate enterprises. They are essentially a just people and while providing safeguards for themselves and their posterity, they will harass no legitimate enterprise in the broad field of honest endeavor. They will tolerate no wrong to capital and no infringement upon the rights of the citizen, but foster and enforce a public policy which will secure "equal rights to all and special privileges to none." Within our borders are found law-abiding people from every land and clime, and we welcome them and bid others come and join us in our work of progress and development and in perpetuating the liberty imbedded in the foundation laid so broad and so deep by the fathers.

Texas, glorious Texas, may her course in the flood of years be shaped by a people whose uncorrupted hearts are enshrined in the undying principles of Jefferson, Jackson, Coke, Ross, Reagan and Hogg.